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日二念月六年元統宣

HONGKONG, SATURDAY, AUGUST 7TH, 1909.

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[a1623]

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[a196]

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SUPREME COURT.

Friday, 6th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

NOT LEGAL TENDER.

In an action at the instance of Fang Chen Yuen against Tsang Lai for \$166.72, Mr. Atkinson, of Messrs. Deacon, Looker and Deacon, who appeared for the plaintiff, stated that ten 10-dollar Chinese notes had been paid into Court as part payment. That was not legal tender. It only amounted to \$92, which his client could not accept as the equivalent of \$100.

His Lordship—I suppose they are at a discount? Are they Kwantung notes?

Mr. Atkinson—Yes. If your Lordship will make an order we will accept them for what they are worth, less discount, and ask for judgment with costs.

His Lordship—The claim does not appear to be admitted.

Mr. Atkinson—I think she admits the claim. She paid the rent previously in subsidiary coin.

His Lordship—It may be that the contract was for payment in subsidiary coin.

Mr. Atkinson—The witness will show it was not.

His Lordship—Better prove your case.

The case having been proved, his Lordship gave judgment for the amount claimed, less the value of the \$100 Chinese money paid in, with costs.

Defendant—I am not willing to pay costs.

DROPPED OR NOT?

An interesting situation developed in the case set down for hearing in which O. E. Owen sued C. E. Shields for \$60 for board and residence due on a contract. Mr. Hett, of Messrs. Brutton and Hett, appeared for Mr. Owen, and Mr. J. H. Gardiner appeared for the defendant.

His Lordship—Isn't the case settled?

Mr. Hett—We are rather at a deadlock. I sent this morning for my client, who had previously written me a letter, but I have not heard from him. The letter says: "Kindly drop the case between me and Shields until I see you later and explain. All the telephone office boys (that does not mean office boys, but the Eastern Telegraph Extension men) who are staying at the Carlton Hotel have given me notice that unless I drop the case against Shields they will leave the hotel and stay somewhere else." On receiving that I concluded that the case was settled, but this morning when I heard that my friend insisted on coming into Court I sent for Mr. Owen, who was not in. His bookkeeper, however, said that he had settled the matter with Mr. Gardiner. Mr. Gardiner said there had been some conversation, but he did not understand it as a settlement. I am not in a position to go on and I shall ask for an adjournment.

Mr. Gardiner said Mr. Owen came to him a few days ago and said he thought it was advisable owing to certain facts to withdraw the case. I said—Very well. Perhaps it would be wise. I told him he had better see his solicitors and if he wished the case withdrawn they could do it. I understood until this morning that the case was settled, but Mr. Hind (from the office of Messrs. Brutton and Hett) said he was going on. There was no mention then of withdrawal.

Mr. Hett—I understand that Mr. Gardiner proposes to go on this afternoon.

His Lordship—Mr. Gardiner said he would be here as the case was fixed for this afternoon.

Mr. Hett—It was my intention to take the case myself, but it was not until Mr. Hind returned from Court this morning that I knew it was fixed for this afternoon.

His Lordship—I did not know it was fixed for this afternoon.

Mr. Gardiner—I have a note to that effect. My friend has endorsed it as well.

Mr. Hett said that was so.

Mr. Hett—It was not necessary for my friend to appear in the circumstances. I cannot consent to a withdrawal until I receive instructions. I do not object to paying my friend's costs for to-day if your Lordship finds I am at fault.

His Lordship—I think I had better put it in next Friday's list. I think Mr. Gardiner should have his costs.

Mr. Hett asked that the question of costs be reserved.

His Lordship—I can settle that afterwards. There seems to be a general misunderstanding.

Mr. Gardiner—The plaintiff appears to have made up his mind to withdraw from the case from what he said to me and from the letter which he has written.

Mr. Hett—It may be he means it to be dropped. Then the mistake is mine and I must bear the expense.

His Lordship—Yes.

The case was adjourned as stated.

THE U.S.A. MINISTER TO CHINA.

At this juncture a few facts concerning the life of Mr. Charles Crane, the new American Minister to China for the United States, are interesting. The new Minister, says the Washington correspondent of the *Minichi*, is the founder of the famous firm of Messrs. Crane and Co., one of the largest manufacturing concerns in Chicago, and is one of the ablest business-men in America. The President, who attaches great importance to the post at Peking, expresses much pleasure that Crane has accepted the appointment. Having visited Russia seven times, he has an intimate knowledge of the Russian language, and has also some knowledge of diplomatic affairs.

Mr. William Crane, the new minister's uncle, was Professor of Chinese at Yale University and published several books on China. The President has asked the Chinese Government for its opinion of the appointment. In view of the public desire that America should take steps to promote the commercial development of China, the Department of State regards the President's appointment of Mr. Crane to Peking as most timely.

THE TEMPLE AFFRAY IN MALAYA.

MACHINATIONS OF A SECRET SOCIETY.

ACTION BY THE GOVERNMENT.

Events are moving in connection with the extraordinary affair at the temple near Pudu on Monday night, says the *Malay Mail* of July 29. Hitherto there has been an element of mystery in connection with the strange incident, but there is no longer any room for doubt that the whole occurrence was the outcome of the machinations of a secret society posing under the garb of religion.

The temple in question was built, if we remember rightly, some four and a half years ago; at least, it was commenced then; but it has been extended from time to time, and even at the moment when the recent outbreak occurred, additions were just being made to it. It belonged to a sect known as Taoists, a species of mongrel offshoot, we are informed, of the doctrines of Lao Tze, a contemporary of Confucius. This sect, if we may so style it, appears to be very largely of the utilitarian order, adopting as its motto something approaching the following, if we may be accused the parody: Religion was made for man, not man for religion; for we are informed that those connected with the temple in question were merely human beings of rather less than ordinary calibre—men who too often endeavoured to earn an honest livelihood by legitimate means, resorted to underhand ones to enable them to lead a life of ease, if not luxury, by plundering their ignorant fellow-men. And it was through the cunning of such men as these that the scene of the sharp tussle of Monday night sprang into existence. But we must leave it for a moment in order to bring events up to date.

PRESIDENT GENIUS KILLED.

Yesterday we announced that a prominent member of the community had been arrested in connection with the affair, and was now state definitely that the individual in question was Chin, one of the sons of the late Captain China, Yap Ah Loi. We have already reported that a number of documents were seized by the police at the temple, and amongst these were lists of those who belonged to the secret society. It was due to the information supplied in these documents that this noteworthy and surprising arrest was made. That these documents were left behind is a matter of wonder, considering that the temple was to be destroyed or removed; that what is every man's work is to destroy the temple, and that the one of the three Chinese killed during the affray has been found to be a priest—the magician, in fact, of the place—the presiding genius, may be, who, fondly imagining himself invulnerable behind his sacred breastplate of the holy, had his life taken before he could be disillusioned. Can it be that to this man was entrusted the all-important task of guarding the records virtually speaking, placed the lives of the whole of his fellow-conspirators in his hands? If so, then he proved unfaithful to his trust, without even the excuse of those priests of old who, strong men in a strong cause, placed a literal interpretation upon the injunction to fight a good fight. But however this may be, the important fact remains that the incriminating records were left behind, and thus, what appeared for the moment to be a tactical victory for the Chinese clan, has been converted into a disastrous defeat; for henceforth whatever may happen now, every man on those fateful lists is marked.

Nor is this all, for yet another important step has been taken by the authorities in pressing this dangerous movement. It appears that the society has a sort of semi-military organisation. The chief of this is at large no longer, for he was discovered in the lair yesterday, some distance from the temple. He was found to be badly wounded, and was brought into Kuala Lumpur yesterday evening in a bullock-cart. There appears to be some doubt as to his recovery.

SOCIETY DISSOLVED.

Yesterday evening, the following Gazette Extraordinary was posted under the precincts of the temple, thus sounding the knell of the Society.

Order by the British Resident under the Societies Enactment, 1900.—Whereas it is enacted by section 12 of the Societies Enactment, 1900, that the Resident may at any time if it appears to him necessary for the public safety or welfare order any society whether registered or exempted from registration under any of the provisions of the said Enactment to be dissolved and thereupon the same shall be *ipso facto* dissolved and shall thereupon become and be a null and void society.

And whereas it appears to me that it is necessary for the public safety and welfare that the Tai Shang Lao Kim Temple, Kuala Lumpur, the exemption of which from registration was notified in the Government Gazette of the 18th October, 1905, should be dissolved:

Now, therefore, in virtue of the powers conferred upon me by the said Enactment, I hereby order that the said Tai Shang Lao Kim Temple be dissolved.—H. Conway Beilfield, British Resident.—July 23, 1909.

HINTS ON HEALTH IN HOT WEATHER.

To keep the body cool and all its functions operating freely, avoid rich and heating foods and drinks, says Mr. Herbert Myrick, writing in the *Family Doctor*. Eat freely of fruits and vegetables, sparingly of meats. Drink freely of water an hour or so before meals, or between meals, but not at meals. Let the water be only cool, not cold. Avoid ice-water—Americans are fond of it, but it is bad for you. Use ice water, the only people who habitually use ice water. Its use may be one cause of the nervousness that is so prevalent in the United States.

Alcoholic drinks should be avoided in hot weather, nothing is more heating to the blood than beer, wine, or spirits.

To perspire freely in hot weather is natural. Such perspiration is the best way of cooling the body. This calls for the consumption of much more water in summer than at other seasons. Cold water is the life saver, the best means in the world of saving people from the effects of sunstroke or overheating. The perspiration of cold water alone is dangerous, because it usually drives the blood toward so that there is danger of interfering with the digestive centres; but when it is applied and accompanied by vigorous rubbing, the blood is kept at the surface and the body is rapidly cooled. Especial pains should be taken to wet the head and back of the neck, and to keep these parts cool.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Admiral* left Shanghai on the 5th inst., and is due here on the 8th inst.

The P. & O. str. *Borneo* left Singapore for this port on the 6th inst. at 11 a.m., and is due here on the 11th inst. at about noon.

The Indo-China str. *Fookiang* left Calcutta for this port via the Straits on the 3rd inst., and may be expected here on or about the 19th prox.

The C.P.E. str. *Empress of China* left Vancouver, B.C., for Hongkong, via usual ports of call, on the 4th inst.

"THE BECKONING."

RUSSIAN OFFICERS ON THE WAR.

We have now before us in an admirable translation, the complete diary of Commander Vladimir Semenov, whose account of the Latus of Tushima, already translated and separately published, must be vividly in the minds of all who read it. The complete diary extends over the first nine months of the year 1904, which the writer spent as a naval officer at Port Arthur, and winds up with his escape in September of that year on board the cruiser *Diana*.

This ship, having put into a neutral port, was placed out of action for the rest of the war, but the commander hurried home to Russia before any official instructions could arrive respecting his future, and reached Libau in time to sail with the Second Squadron under Admiral Rozhkovsky. Part II, begins at this point, and takes us from Libau to Tushima, the whole being completed by the already published volume describing the battle. We thus have from one pen an approximately complete account of the naval side of the Russo-Japanese war, and since the greater part of it is a diary, recording day-to-day impressions, it is a unique and of the highest value, which is likely to become a classic among naval annals.

In Kurapatkin's narrative, recently translated and published in England, we have had a theory of the war from the St. Petersburg end. Practically it came to this. In spite of all warnings from men who knew the Japanese and had seen their preparations, Alexieff and the party which could not be brought to believe that Japan would fight. They remained convinced that it was the hands of the Japanese that they looked in, perfect assurance that they could strike their blow decisively at their own time if—which they doubted—it were necessary to strike at all. Now we pick up the story from the Port Arthur end. When Commander Semenov left St. Petersburg at the end of January, 1904, the official theory was beginning to break down. War, clearly, was in sight. But when he asked anxiously whether he would arrive "before the firing began," or "we shall spin out 'not to worry,' for we shall spin out 'this business' till April." When he arrived a fortnight later at Port Arthur, the Japanese had struck, and struck home. The *Bayarin*, to which he had been appointed, had been destroyed by a mine in the harbour, and the three other ships were lying helpless from torpedo attack, and two more had been badly injured by gun-fire.

The Russians had been caught napping; their fleet, which ought to have been concentrated in the harbour, was divided between Vladivostok and Port Arthur, and everything was in confusion. Russia was already on the defensive, and the ruling maxim with the Viceroy, as later with Kurapatkin, was to "risk nothing." The Pacific Fleet, Commander Semenov tells us, had steadily decayed during three years before the war. Sea-training had been reduced to the minimum, the "spirit of the squadron" had gone, the ships had become "floating barracks," the officers had been perpetually changed, and promotion had been by intrigue and favour. The Viceroy overruled the Admiral when the latter wished to take precautions against attack, and everything, including the Admiral, trembled before the Viceroy. "It would be false," says this writer, "to affirm that this state of mind was produced by an iron discipline. Discipline is the conscious and voluntary submission to law. Discipline obtains where old and young obey, not from fear, but from the sense of conscience. At Port Arthur one saw only fear, pale-faced fear of the slightest irreparable consequence." It has been a fashionable theory in times past that an absolute irresponsible Government provides the best condition for efficiency in war. If anyone in future is tempted to maintain this thesis we hope he will remember not only this passage, but the entire chapter in history which illustrates it. The bureaucrats had installed fear into their own people, but not into the enemy.

The narrative of the next few months is simple, vivid, and tragic. For a brief instant the Russian Admiral looked up. Here at last was a real soldier with hatred of officialdom, and at his touch the "spirit of the squadron revived." Then came the crushing catastrophe of April 7, and the Admiral went down with the *Petropavlovsk*. The account of this panic, in which everybody fired wildly at everybody else, on witnessing this disaster, will not easily be forgotten by readers of this book. The inference which the officials drew was characteristic. They were right all along in "risking nothing." This reckless and daring spirit, which threw away great and costly ships, must be curbed, and a conservative policy rigidly enforced, a period of apathy and inactivity followed, in which brave men were away their hearts under official restraint and golden opportunities were lost. Commander Semenov records his opinion that the Japanese Squadron might have been destroyed and the fortunes of the war perhaps vitally affected if initiative and daring had been shown on May 14.

According to the Japanese reports the battleships *Hatsuse*, *Fushimi*, and *Shikishima*, as well as the light cruisers *Kuroki* and *Tatsuta*, sailed past the straits that day in single line ahead, at a distance of ten miles. The *Hatsuse* sank fifty seconds after she had struck a mine. The *Yushima* also hit a mine. She was kept afloat with difficulty. (The ship never reached Japan; she sank on the way there.) One battleship and two small cruisers were left. They rendered every assistance to the badly damaged *Yushima*.

At this time we had at our disposal the perfectly intact *Shikishima*, *Kuroki*, *Fushimi*, and also the *Shikishima*. The latter had been sunk during the operations on March 12. (She had a crack in her outer skin and one of her propellers badly bent). None the less she could have gone out just as well as she did on March 18 and April 10. Besides, we had our cruisers, viz., the armoured cruiser *Bayan*, the protected cruisers *Akashi*, *Palada*, *Diana*, and *Novik*, as well as four gun-boats and two destroyers.

"I maintain that this force of ships could have destroyed the remainder of the Japanese ships, provided they had been ready for one." It was not, however, ready for one. We cannot follow the story in detail. It was an extraordinary impression by a hundred little touches, not designed for any artistic effect, but simply recording the day-by-day incidents and emotions of these terrible months. What, for instance, could be more eloquent of the real meaning of war than the story of poor Korosteff, the ship-constructor, a brave man and fine craftsman, who stuck to his post manfully till he died of the nervous shock of witnessing the horrors that went on round about him. The impression left on us by this narrative is that the Russians are a homely and kindly and very long-suffering race, and that nothing but the sternest schooling would have broken down their patience under the burdens piled on them by overbearing and incompetent bureaucrats.

We come to the end of this section with the breathless narrative of the escape of *Diana*, the cruiser on which Commander Semenov was serving. She broke out of Port Arthur, dashed

through the cordon of Japanese destroyers, and eventually made the French port of Saigon, where, to the immense disgust of her officers, and men, she was disarmed and put out of action, by order of her own Government. Then the commander, as already recorded, makes a bolt for Europe, and takes us aboard the Second Squadron as she sails from Libau. The first sensation of this new chapter is the North Sea incident, about which he persists in holding the disproved hypothesis that there really was a torpedo attack by Japanese on that occasion. As one reads on into this story it seems a positive miracle that this fleet of all sizes, shapes, speeds, and ages, the largest and the last, the slow and the fast, the hopelessly out of repair, and some of them manned by the old men and peasants, with a mere sprinkling of red seamen, should ever have reached its execution-ground in the Sea of Japan. Imagine the emotions of the Russian officer as they watched the English cruiser division off Tangier.

"At 7 a.m. the *Orel's* machinery broke down. The squadron stopped engines. The commander and the torpedo officer on the staff went to look at the *Orel's* machinery. The staff followed in the wake, now became very busy: first they formed a line of look-out on the horizon, then they re-formed. One cruiser then went off to the south-east at top-speed, probably with a report; the others divided into two pairs, which sailed to the north and to the south of us, five to seven miles off. All their movements were also regular, all manoeuvres were carried out at such speed that they did not look as if they were due to unexpected orders, but as if they were well-rehearsed plans were being executed before our eyes, in which neither the stage-manager nor the prompter could be noticed.

"Do you admire this?"

I turned round. Behind me stood the Admiral, who could not take his eyes off the English cruisers.

"Do you admire this?" he repeated. "That is something like it. These are seamen. If only we had such a fleet as this, and the ladder, without completing his sentences."

In his voice there was suppressed anguish; an expression of so much suffering passed over his face that I suddenly understood. I realised that though he did not allow himself any hopes which could never be realised, though he well knew the true worth of his squadron, yet he was faithful to his trust, and would cede to no one the honour of being the first in the ranks of those who were voluntarily hastening to pay the reckoning.

With the sailing of the Second Squadron the policy of "taking no risks" was changed with a vengeance into that of taking all risks. And, really, when one comes to think of it, is there anything more heroic on record in our time than this voyage of the doomed fleet going steadily and hopelessly to "pay the reckoning" for the honour of the flag? "Magnificent, but not war," is the epitaph which must be written over it, but the sacrifice was not in vain, and it will stand in the annals of Russia as an imperishable deed.

THE CLANDESTINE ROYAL MARRIAGE.

The telegram in which Reuter announced that the Infante Alfonso so is to be severely dealt with for contracting a marriage with "Beatrice, Edinburgh's daughter," presumably the Princess Beatrice, daughter of the Duke of Edinburgh and niece of King Edward VII., is rather vague. We notice that an Indian paper presumes that the Infante Alfonso is to be the uncle of King Manuel of Portugal, and it says: "If the identification made above is correct, the case is one with very peculiar features: for the Infante Alfonso, or the Duke of Oporto, to give him his other title, has been on a visit to England, with the ostensible object of announcing the accession of King Manuel, but it was supposed, with the real object of arranging an alliance between his nephew and an English Princess. He would seem, however, to have pleaded his own suit rather than that of his nephew."

The Duke of Oporto, who is in his forty-fifth year, is one of the handsomest men of a family whose members are all noted for their good looks. Taller than the late King, whose heavy build made him look smaller actually than he was, the Duke of Oporto has little trace of the obesity which so distinguished his dead brother. Unhappily, no member of the Braganza clan can avoid a tendency towards excessive weight, although the envoy from the Lisbon Court in this respect is more fortunate than any other member of the family. In appearance the Duke of Oporto strikes an appealing note. Fair hair that recedes slightly from the forehead and temples, laughing sparkling eyes at once impressive and full of suggestion, and a very flowing mustache, partially revealing an expressive mouth, are the salient points of his face.

Soldier by profession, his deportment is certainly most military, while his manners are simple and unaffected by his social position. No doubt, however, if others were to forget his rank he would at once remember it. Like many a Royal Prince the Duke of Oporto is a remarkable linguist, speaking English clearly, without hesitations, and with a noticeable accent. In his tastes he shows his partiality for English things. Among a people not over enthusiastic for sport his Royal Highness is an active factor in encouraging a liking for field sports, and in this respect he takes a warm interest in the doings of the Lisbon Hunt Club. By reason of his military training the Duke of Oporto is a fine horseman and hunts with the best of the Portuguese and in the vicinity of the Portuguese capital, where he has a first-class run is remarkable. Like his late brother, he is also a remarkable shot, and has been known to pierce caribou thrown into the air when shooting from a revolver at sixty paces distant. The Prince is very partial to swimming and has encouraged this pastime by becoming Patron of the Swimming Club at Lisbon.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 6th at 11.55 a.m.—Except over S.W. Japan, where the barometer has fallen quickly, changes of pressure are slight.

The depression to the E. of the Loocheos appears to be moving slowly northward, and is expected to reach the coast of China and Japan in the next few days.

Pressure remains high over N. China and N.W. Japan and normal over the S. part of the China Sea.

Light to moderate variable winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong-rainfall for the 24 hours ending at 10 a.m. to-day, 0.90 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood—Formosa Channel—Same as No. 1. South coast of China between—Same as No. 1. Hongkong and Lamooka—Same as No. 1. South coast of China between—Same as No. 1. Hongkong and Hainan—Same as No. 1.

(*) Variable winds, light or moderate; thunder showers.

THE STRAITS DOLLAR.

There were some people, says the Singapore *Free Press*, who fondly imagined, when the Straits Government ordered that "Sixty dollars shall be equal to £7," that most, if not all, of our currency troubles were over. There was to be no more worry about the rate of exchange; there would be little or no chopping and changing in the prices of European goods; people with fixed wages would know exactly how much they had to save to ensure a sterling passage home. And, for the Government, they would know exactly how much they were due to the Crown Agents for pensions, allowances, goods bought and interest on loans. Well, many of these objects have been achieved. It was unfortunate that the rate of exchange was fixed so far above current rates just before the purchase of Tanjong Pagar, because that made the sum to be paid so much higher, and also lays the permanent burden on the Colony of paying capital and interest at 2 1/2. It is doubly unfortunate that while we have increased the value of our dollar fifteen per cent, very few of the necessities of life have been correspondingly reduced, while the domestic servant (to take a homely example) was formerly content with twelve 2/- dollars a month he still wants twelve (or more) 2/4 dollars. Truly unfortunate it is that for all our produce, we are getting fifteen per cent. less in money, on the average, than we formerly got. We do not, of course, overlook the fact that a fixed rate of exchange has largely stimulated the flow of capital into the Straits, notably in the supply of wants of the rubber industry. Nor that slight decreases have been made in the wages of coolies on tin mines, and rubber estates, though this is probably more due to bad trade and combination among employers than to any currency change. The fact remains, that the 2/4 dollar has given us no advantage in the ordinary course of life, a fact recognised by the Government, who have continued for another three years the additional ten per cent. allowance to civil servants. Also that we are placed in a disadvantageous position as regards silver advantages. Scoffers point out that our Tanjong Pagar cannot touch the prices of work tendered for in competition with Hongkong and Shanghai. They perhaps forget that in the price of labour these ports have a twenty per cent. advantage. Fixity of exchange has no doubt its advantages, but if it is kept up by artificial means, there are grave disadvantages. There is possibly more in this with regard to our dullness of trade than is apparent. At all events, in India, there is a good deal to be said about interfering with the people's currency, and a long letter from Mr. Moreton Brown appears in the *Times of India*, which gives food for thought. In Canada and the United States, he says, the silver question is going through a new phase, and he appeals for a Royal Commission to see whether the steps already taken in India should not be retraced: we take it he refers to the artificial restriction of currency by the closing of the mints. In his letter, which is long to quote, he holds that the closing of the mints has converted every season of scarcity into a period of acute famine. "That the mints may remain closed the people must die," he quotes Sir David Barbour, then times of scarcity the people withdrew from their "bangle surplus" and sold it to the mint, either directly or indirectly. When the rupee and the silver bangle were convertible, the two thousand tolas of the peasants were convertible into two thousand rupees. With the mint closed, the value is reduced to less than one-half. A famine can be pulled through at something like one anna per capita per day. So that when the head man went to Allahabad and lost eight annas per each of his two thousand tolas, he lost just a week of life for each of his 2,500 villagers. The debased rupee is a serious item in the immovable debts of India. There is a vast unrepaid token coinage, whose variations, the people know not why, cause a universal discontent. The awaken of China and her adherence to silver will either end in all manufactures going to her, or corresponding grinding down to her. For labourer to meet the cheaper labour of China. Since this Colony is taken on to India's system of a token silver coinage artificially kept in a certain relation with gold, the arguments adduced by Mr. Brown apply to this Colony. He does not of course suggest any further hasty juggling with Indian currency, but he does make out a case against the artificial maintenance of the relations between the rupee and gold—the selling of a tenpence worth of silver for your people for sixteen pence, by a gold standard which is nothing but a gold brick."

PALACE OF EGYPTIAN KING.

The great result of the work of this year carried on at Memphis by Professor Flinders Petrie under the auspices of the British School of Archaeology has been the discovery of the palace of King Apries, the Pharaoh Hophra of the Bible, who was contemporary with Jeremiah, B.C. 629-588.

Hitherto no palace has been known in Egypt other than the tower at Medinet Habu, some portions of a rather earlier date. The palace was 400 feet long and 200 feet broad, with a middle court 100 feet square. It was adorned with painted columns forty feet high and surrounded with stone-lined walls fifteen feet thick. The approach to the palace led up through a large mass of buildings to a platform at a height of about sixty feet above the plain. In the ruins scale armour, hitherto rarely found in Egypt, was discovered. Good bronze figures of the gods were also found. What Professor Petrie describes as a sumptuous piece was the fitting of a palanquin of solid silver, a pound in weight, decorated with a bust of Hathor, with a gold face of finest workmanship of the time of Apries.

The great gateway and immense walls descend deep into the mound, indicating that there lie ruins of successive palaces built one over the other. Professor Petrie prophesies that in six or eight years excavators might dig down to the earliest records of the Egyptian kingdom—Zion's Herald.

THE CAPE TO CAIRO RAILWAY.

Mr. F. von Gheul Gildemeester, chief engineer of the Cape Town-Cairo Railway Syndicate, now in charge of the operations which, within a few years, will form the connecting link between North and South Africa, is in the United States to make a study of the railway systems of this country, says the *New York Times*.

"In the Cape Town-Cairo Railway," said Mr. Gildemeester, "there is at present a stretch of about 2,500 miles to be completed. It lies between Khartoum, in the British Egyptian Sudan, to Broken Hill, a point in Rhodesia. It is estimated that this remaining mileage will be completed within three years, and then the longest railroad in the world, covering in the neighborhood of 6,400 miles, will be finished."

"What do I estimate the total cost to be?" Very close to \$1,000,000,000. I should say, a comparatively small amount when it is considered that a glorious thing it will be for Africa, one of the greatest and richest countries of the world. It will be possible for the traveller to journey from Berlin or Paris to Cape Town in ten or eleven days—just think of that! And then it will open up a country that is rich in

QUEER BRITISH PRONUNCIATIONS.

Below are a few names that often puzzle a stranger: Hapsbury, in Norfolk, is pronounced "Hazeboro," a Bernevian simple drops a syllable and becomes "Abervenny," and it is alleged that St. Neots sounds more like "Snoots" than anything else. Cromer seems to vary from "Sister" to "Sizter." In Suffolk, Walsingham is "Wunnerful," and Chelmsford "Chimston," while in the adjoining county of Norfolk, Hunstanton is "Hunton," and in the West Country Badworthy is "Batory," and Cornwood "Kornod." Huntingdonshire claims the purest English, but they call Papworth "Pipor." And not far away is another village of beauty. The motorist turned upon a rough road and asked the intelligent labourer where it would take him. "That road," said the honest countryman, wiping his brow, "will take you to 'El,' sir." The courageous motorist went on and found Elsworth, which is pronounced "Elsar."

CUTICURA COMFORT



FOR LITTLE FAT FOLKS

Most grateful and comforting is a warm bath with Cuticura Soap and gentle anointings with Cuticura. This pure, sweet, economical treatment brings immediate relief and refreshing sleep to skintortured and disfigured little ones and rest to tired, fretted mothers. For eczemas, rashes, itchings, irritations and chafings, Cuticura Soap and Cuticura Ointment are worth their weight in gold.

Sold throughout the world. Depot: London, 27, Abchurch Lane, E.C. 4. Sole Agents for the Straits Settlements, Singapore, and F.M.S.: Messrs. J. B. Brown & Co., 11, Market Street, Singapore.

756-1-9

almost everything in the mineral world—gold, silver, copper and diamonds. What else they will find there remains to be seen.

"It's a great work, this building of the longest railway, and what it all means to Africa and the world is not fully appreciated. I am afraid. To the business-man, to be found everywhere, and especially those having affairs in Africa, it will be a wonderful thing. Where now, travelling from Paris for example, he is compelled to take a long sea trip, he will be able, after the completion of the road, to take train to Brindisi, Italy, thence by boat to Alexandria, Egypt, and a short journey to Cairo, where he will take the train that will land him in Cape Town, at the southern extreme of Africa, all in eleven days. Just at the present time we are working in a rather disagreeable country—that is to say, a country which has a fair climate, but fever is quite prevalent. The engineers on the work are German, American and English, with, of course, the Kaffir as the labouring force."

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 8th August: 9th Sunday after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Psalms, Venite, Hymns, Psalms, of the 8th morning (11); To Deum, Lawes, Cooke and Hopkins; Benedicite, Garrett; Hymns, 210, 176 and 220. Evensong (6.45 p.m.) responses, Psalms, of the 8th evening (11); Magnificat, Cooke; Nunc Dimittis, Hymns, 210, 176 and 220. As parts the heart, Spohr; Hymns, 185 and 186; Sevenfold Amen; Preacher, Rev. P. R. Hughes, M.A., B.S. N.E.—Psalms 41, Verse 3 and 14 in union. Psalm 42, Verses 1, 6 and 14 in union. Psalm 43,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Press Codes: A.B.C.
5th Ed. Lachet's.
P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

BELVEDERE, 120, PLANTATION ROAD, PEAK, To Let Furnished, from Sept. 1st. Apply to—
H. E. OAKLEY,
as above.
Hongkong, 7th August, 1909. [1052]

TO LET.

NO. 2, OLD BAILEY. Immediate possession. Moderate Rental. Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road.
Hongkong, 7th August, 1909. [1053]

TO LET.

IN NO. 6, DES VEAUX ROAD CENTRAL, OFFICES and GODOWN.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office, No. 9, PRINCE'S HILL, a Commodious Five-Roomed Dwelling House with Servants' Quarters, next to the M. J. Conic Club.
DAVID SASSOON & Co., Ltd.
Hongkong, 7th August, 1909. [1054]

THE

DAIRY FARM CO., LTD.

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HARES

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[563]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
The Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th August, 1909. [1050]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"ARRATON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 8th inst. will be landed at Consignees' risk and expense.
Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 6th August, 1909. [1059]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT
is now ready and contains:
Epitome of the Week's News.
Leading Articles:
Visiting Charge's Visit to Hongkong.
Affairs in Spain.
The Lika Problem.
The Trade of Hongkong.
The Macao Improvement Scheme.
Capital and Labour.
Random Reflections.
Hongkong News.
The Italian Convent.
Sanitary Board.
Dragon or Snake.
Sad Drowning Fatality.
Supreme Court.
The "Tamar" in Dock.
Opium Seller's Scare.
Big Opium Seizure at Manila.
Canton News.
An Echo of the 1908 Typhoon.
The Gold Mines of the Philippine Islands.
The Chinese "Taxi-Cab."
Correspondence:
The University Scheme.
Hongkong as a Winter Resort.
Far Eastern Telegrams.
Britishers in Peisig Jail for Attempted Assassination.
Company Report:
Bell's Asbestos Eastern Agency, Ltd.
The United Asbestos Oriental Agency, Limited.
Deaths from Cholera at Shanghai.
Death of Captain Dougherty.
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Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.
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Hongkong, 7th August, 1909.

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary. [984]

Hongkong, 20th July, 1909.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of August, 1909, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 4th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager. [1028]

Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.
By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary. [1015]

Hongkong, 27th July, 1909.

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Underigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th July, 1909. [1014]

IN THE MATTER OF THE GOODS OF HARRY WILLIAM HINE, DECEASED.

ALL CLAIMS against the Estate of the late HARRY WILLIAM HINE, who died at Hongkong on the 29th day of July, 1909, should be sent in to the Underigned before the 1st day of September, 1909.
LANCLOTT GILES,
H. B. M. Acting Vice Consul, Canton.
Canton, 3rd August, 1909. [1042]

E. R. NOTICE.

CLERK (Non-Chinese) Wanted at once for the Water Works Branch of the Public Works Department. Salary \$1,320 per annum rising to \$1,560 by \$120 biennially. Must be quick, accurate and neat at figures and well acquainted with accounts, and book-keeping. Age 25-30. Applications to be addressed to the undersigned not later than the 14th inst.

P. N. H. JONES,
Director of Public Works.
Public Works Department.
Hongkong, 5th August, 1909. [1045]

FIRST CLASS SCHOOL for the Daughters of Gentlemen (Boards only), removing to larger premises where pupils will enjoy London advantages combined with country life. Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entries charge undertaken. Reasonable fees. Particulars apply—M. C. Care of Paton's, 143, Cannon St., London, E.C. England. [736]

DOUGLAS STEAMSHIP CO., LTD.

TRIP TO SWATOW.
The Company's Steamer "HAIMUN," Captain Evans, will leave the Company's Wharf at NOON TO-MORROW (SUNDAY), 8th August, and will leave Swatow on the 10th August, and will leave Hongkong on the 12th August, about 9 A.M. Return Fare \$20—including Meals.
For Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong 6th August, 1909. [1047]

COAL.

BUNKER COAL can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Broketon, at Reduced Rates. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

SUTTON'S SEEDS
Special Selected Collections for this Climate.
VEGETABLES AND FLOWERS in ALL-TIGHT CASES.
To be obtained from
CHINA EXPRESS CO.,
Telephone 668. 3, Duddell Street. [50]

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

4 NIGHTS ONLY 4

COMMENCING

THURSDAY, AUGUST 12TH.

MAURICE E. HANDMANN PRESENTS
THE MERRY LITTLE MAIDS
COMIC OPERA CO.

THURS. The Enormously Successful Comic Opera
Aug. 12th, A WALTZ DREAM.

FRI. For the First Time in Hongkong.
Aug. 13th, The Great Gaiety Theatre Success
HAVANA.

SATUR. The Hit of the Century.
Aug. 14th, The World's Record Breaker
THE MERRY WIDOW.

MON. Gilbert and Sullivan's Masterpiece
Aug. 16th, THE MIKADO,
From the Savoy Theatre, London.

PRICES ... \$3, \$2 & \$1.

Box Plan now Open at—
S. MOUTRIE & Co., Ltd.

Doors Open at 8.30. Commence at 9 P.M.
Hongkong, 2nd August, 1909. [1050]

HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and after the 19th current, the Selling Price of ICE will be INCREASED TO ONE CENT PER POUND.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Co., Ltd.
Hongkong, 13th July, 1909. [957]

TO LET.

TO LET.

NO. 1, OBSERVATORY VILLAS.
Kowloon. Five-Roomed House; Electric Lights and Tennis Court.
"EBANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APCAR & Co.,
14, Des Vaux Road.
Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six-Roomed House, with Out-house, Commanding a Fine View of the Harbour.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET.

NO. 3, LYEMOON VILLAS, Kowloon.
A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate.
Apply to—
X. Y. Z.,
Care of "Daily Press" Office.
Hongkong, 7th July, 1909. [937]

TO LET.

FIRST FLOOR, NO. 6, ICE HOUSE ROAD, NINE ROOMS. Electric Fittings, suitable for Office or Dwelling. Also, GODOWN, No. 9, Duddell Street.
Apply to—
A. B. AVASIA,
3, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO LET.

NO. 75, WYNDHAM STREET, FOUR ROOMS. Electric Fittings, Verandahs both sides. Full harbour view.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 8th July, 1909. [941]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 4th August, 1909. [1035]

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.
Apply to—
E. A. & C. F. CARVALHO,
14, Arbutnot Road.
Hongkong, 4th August, 1909. [1036]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms.
Apply to—YES SANG KEAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

NO. 1, ORMSBY TERRACE.
No. 5, BARROW TERRACE. Cheap Rental.
Apply to—
SPANISH PROCURATION.
Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.
ONE SPACIOUS GODOWN, No. 125, Wanchai Road.
Apply to—
REUTER, BRÜCKELMANN & Co.,
Hongkong, 1st July, 1909. [911]

TO LET

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.
Apply to—
WM. MEYERINK & Co.
Hongkong, 2nd July, 1909. [920]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1909. [818]

TO LET.

"STOWFORD," 12, Bonham Road, and 5 STEWART TERRACE, the Peak.
Apply to—
A. B.,
Care of "Daily Press" Office.
[882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap-Ting's Godowns East Point). Rent exceptionally moderate.
Apply to—
KAM FOOK,
No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
KOWLOON MARINE LOT 48, Yau-mai, Area 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.
Apply to—
T. B. L.,
Care of "Daily Press" Office.
Hongkong, 11th May, 1909. [723]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYTON TERRACE.

OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

NO. 3, CLIFTON GARDENS, Conduit Road.

NO. 10, DES VEAUX ROAD CENTRAL, 4th Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.
Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT NO. 255 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 99 YEARS' LEASE.
For Particulars, apply to—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1909. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1909. [98]

TO LET.

NO. 2, BEACONFIELD ARCADE, facing the Parade Ground.
PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shau-ki-wan Road.
PREMISES at SHAMEN, CANTON, now in occupation of the Canton Kowloon Railway.
NEW FIVE ROOMED HOUSES in Shale's Street.
The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.
C.M.S. PEAK BUNGALOW, furnished, Mount Kallett, from 1st October, 1909, to 30th June, 1910.
BEACONFIELD ARCADE, Fine "hops, Offices and Dwelling Rooms."
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in Duddell Street.
HOUSES in BEILIOS TERRACE, Boxwood Road, newly painted and color-washed, exceptionally cheap rentals.
FOR SALE—TOR CHREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 23rd July, 1909. [100]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,575,000
RESERVE LIABILITIES OF PROPRIETORS ... \$1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
for 6 " 3 1/2 " "
for 3 " 3 " "

WM. DICKSON,
Manager.
Hongkong, 6th April, 1909. [121]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 6,125,745 (about £479,407)

HEAD OFFICE: AMSTERDAM.
HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Bangkok, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli) Palembang, Kotabadjia, (Acehn) Bandjermasin.

Correspondents at: Messrs. Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Account 2 per annum on daily balances.
On Fixed Deposits 12 months 4 1/2 per annum.
do. 6 " 4 " "
do. 3 " 3 1/2 " "

J. L. VAN HOUTEN, Agent.
Hongkong, 23rd July, 1909. [25]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KÖNIGLICHE SACHSISCHE (PREUSSISCHE) STAATSBANK Berlin.

DIRECTOR DER DISCONTO-GESellschaft DEUTSCHE BANK S. BLUMENBERG BERLINER HANDELS-GESellschaft BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHNEN JACOB S. H. STEIN NORDDEUTSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, JR., & Co., Koeln. BAYEISCHER HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

BRANCHES AND AGENCIES: Amoy, Anping, Foochow, Keelung, Swatow.

HONGKONG OFFICE: 3, DES VEAUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application.
D. TOHDOW, Manager.
Hongkong, 11th March, 1909. [694]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,500
RESERVE FUND ... 250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

ON FIXED DEPOSITS: For 12 months ... 4 per cent.
For 6 " ... 3 1/2 " "
For 3 " ... 3 " "

EVAN ORRISTON, Manager.
Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUND ... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, Nagasaki, Yokohama, Kobe, Osaka, London, Lyons, San Francisco, Honolulu, Shanghai, Hankow, Tientsin, Peking, Port Arthur, Amoy, Canton, Lianyung, Mukden, Tieling, Chiang Chun.

AUCTIONS

E. 2033 E.
PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
On MONDAY AND TUESDAY,
the 9th and 10th AUGUST, 1909, at 10 A.M.,
each day, at H.M. NAVAL ESTABLISHMENTS,
SUNDRY OLD AND SURPLUS
NAVAL AND VICTUALLING STORES.
Comprising:
OLD AND SURPLUS NAVAL STORES:
CHAIN, WOOD BLOCKS, HOSES,
TOOLS, OLD IRON and METAL, OLD
MACHINERY, ELECTRIC CABLE and
GEAR, MATS and MATTINGS, WOOD
BOXES, LEATHER, COAL SACKS, OLD
INDIA RUBBER, OLD BOATS, FURNI-
TURE, CARPETS, SURGICAL INSTRU-
MENTS, &c., &c., &c.
OLD AND SURPLUS VICTUALLING STORES:
PROVISIONS, SEAMEN'S CLOTHING,
BLANKETS, MESS TRAPS, IMPLE-
MENTS, STAVES, and a quantity of
ELECTRO-PLATED ARTICLES, &c., &c., &c.
Catalogues will be issued.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 24th July, 1909. [1022]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
On THURSDAY,
the 19th AUGUST, 1909, at 3 P.M., alongside
Queen's Statue Wharf,
The Steam-Launch
"SWALLOW,"
Length over all 78 feet,
Breadth 14 feet 4 inches,
Moulded Depth 8 feet;
Capacity—Gross Tonnage 65.55, Net Tonnage
35.96, Compound Surface Condensing
Engines 9 1/2 by 18, Working Pressure
125 lbs, 8 years old.
Licensed to carry:—Within the Harbour
Limits—120 passengers.
Within the Local Trade
Limits—81 passengers.
Outside the Local Trade
Limits—24 passengers.
Terms:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th August, 1909. [1044]



EXHAUSTED BY THE LEAST
EXERTION.

DULL AND WEARY, THIN AND WEAK.

ANOTHER ANÆMIC LADY IN JAYA CURED BY
THE RICH, RED BLOOD SUPPLIED BY
DR. WILLIAMS' PINK PILLS.

Three years ago Mrs. Hessel, of Tegal, Java, joined the ranks of the many thousands of grateful persons cured of Anæmia (weak watery blood) by Dr. Williams' Pink Pills. Since then she has never looked back.
Talking the other day about her wife's cure Mr. Lasarus Hessel said:—"My wife, who is now forty years of age, was completely cured of Anæmia, by the use of that world-renowned medicine Dr. Williams' Pink Pills. It was about nine years ago that she first showed symptoms of blood-poverty. Then she became exceedingly thin, her complexion was pale and sallow, the least exertion exhausted her completely. Her appetite was bad and her sleep restless. For full six years she remained in this unhappy condition of health.
"It was from a friend that my wife heard one day about Dr. Williams' Pink Pills, and was thus persuaded to try them. After the use of a few bottles she felt her condition improving, and by the time she had taken eight bottles she was perfectly restored to health. Thus, a comparatively short course of these Pills completely cured my wife of a distressing malady which had been afflicting her for fully six years, and since then that is to say, for the past three years—she has not had the least return of her former troubles. I gladly give this testimony so that it may be published for the information of those who may still be unacquainted with the merit of Dr. Williams' Pink Pills for Pale People."

Mr. Hessel resides at Kampong Kraton Tegal, Java, and his occupation is that of tram-controller on the Semarang-Cheribon Steam-train (Maatschappij). The reason why Dr. Williams' Pink Pills for Pale People cured his wife, as they have cured thousands of anæmic, debilitated women and men like her, is because Anæmia is due to a watery weak state of the blood, and these Pills not only purify but at the same time revitalize the blood, making it rich and healthy. In this same way—through the blood—Dr. Williams' Pink Pills have like-
restored to health almost numberless sufferers from Debility, Nervousness, Malaria, Liver Complaint, Indigestion, Sick Headaches, Rheumatism, Paralysis, Heart-Disease, Eczema, Scrofula and Skin-Eruption generally. Their extraordinary value as a promptly-curative medicine for the special ailments of ladies has earned for them a world-wide reputation. Weak, sickly, stunted children are made rosy and strong by their use. Obtainable at most shops where medicines are sold. Dr. Williams' Pink Pills can also be obtained direct from The Dr. Williams' Medicine Co., 38, Kinkiang Road, Shanghai, six bottles for \$9 or one bottle for \$1.50 post free.

JOINT STOCK SHARES.

Messrs. Varnon & Smyth in their weekly share report dated August 6th, state:—"The market generally has ruled very dull; a dullness only being relieved by a flutter in Rubbers, in which a fair business has been put through at advancing rates, and in which a speculative demand exists at the close, somewhat to the detriment of our local stocks. Exchange on London T.T., closes at 1/8 1/2, and on Shanghai at 7 1/2."
BANKS.—Hongkong and Shanghai have continued in demand, and the rate has further advanced to \$1.02 after sales during the week at \$1.015 and 1.020. The London rate has advanced to \$4, and Shanghai quotes \$1.040 at ex 73. Nationals continue in demand at 57 without inducing sellers to come forward.

MARINE INSURANCES.—With an unqualified demand for Unions the market has ruled very firm, and after small sales at 835 and 840 closes steady at the latter rate. Cantons have been placed at 195, and more shares are obtainable. North China are enquired for at 120, but we have heard of no further sales.

FIRE INSURANCES.—Hongkong have changed hands at 345 and close steady at that rate. China have declined and after sales close with sellers at 115.

SHIPPING.—Hongkong, Canton and Macao have found buyers at 33 and close with a further demand. Indos remain a dead letter, with sales have dropped to 70, but close with buyers at that rate. We have nothing further to report under this heading.

RUSSIAN.—China Sugars changed hands in the early part of the week at 141, and 142, and at the close shares are obtainable at the latter rate. Luzons in the early part of the week were placed at 17 and 17 1/2, but close firm with sales and buyers at 18, and it is probable that a higher rate than the last could be obtained.

MINING.—Rauba continue neglected and weak and we have no business to report. Chinese Engineerings have improved in the North to 124 with buyers. Langkats have slightly improved in the North, and after sales at 1,000, cash and at 1,205, and 1,040 for December close rather weaker at 995 cash.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue quiet, and we have only small sales to report at 62. Kowloon Wharves ruled quiet in the early part of the week, but at time of closing a sudden demand at 59 has cropped up and with very few shares obtainable the market closes firm with an upward tendency. Shanghai Docks Hongkong Wharves close at 43 in the North.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have weakened a little and several small sales have taken place at 106 cm, and at 102 1/2 ex this div. of \$33 paid on the 3rd inst. At time of closing buyers at the latter rate rule the market. West Points have found buyers at 44 ex the div. of \$2 paid on the 3rd inst. Hongkong Hotels have improved to 74 and 44 for old and new shares respectively without business. Humphrys close with sales at 92.

COTTON MILLS.—We have no changes or

business to report under this heading.
RUBBERS.—A fair business has been done under this heading from which we report the chief items. Castelfields, 17/5 paid, at 35/ to 40/ premium, closing steady at 41/ premium. Regals at 850 (straits currency), Lingris at 25/6, Golcondas at 42/6, Sheldons from 27/ to 29/ Kaurungis at 3/6 and 4/ prem, and Singapore at 40/6 (Straits currency). Balgownies have been in demand and have risen considerably, and after sales at 44 (Straits currency) are obtainable under 851 (Straits currency). Saponins with small sales at 23/6 close quiet at that rate.

MISCELLANEOUS.—With the exceptions of Dairy Farms at 163, Cements at 8.80 and 8.70, Steam Laundries at 53, and Union Water Boats at 11, we have no business to report under this heading.

RISE IN RUBBER.

In 1906 the price of plantation rubber rose to 6s. 3d., and that for fine Para to 5s. 5d.; in 1908 the price for plantation rubber dropped to as low as 3s. 6d., and that for fine Para to 2s. 9d. per lb. This year prices have risen to a record height, plantation reaching 7s. and fine Para 6s. 3/4; and about this level the market remains at present.

The advance in 1906 was primarily caused by the fact that the demand due to developments in the electrical and motor industries was increasing at a greater rate than the supplies of rubber, and by the consequent contraction in stocks of the commodity, but as the subsequent course of the market showed it was carried too far. From March, 1906, to February, 1908, the course of the market was downwards. There were fluctuations, but from August, 1907, the fall was almost unabated, until in February of the last year the low level quoted above was reached. 5s. 3d.; there was then a fall of 6d. by the end of last year, and since then the market has practically never recovered.

In the light of past experience it can be safely said that while prices may have been pushed too high in 1906 they would not have fallen as low as they did in 1908 had it not been for the financial crisis in America and its effects on trade in general and upon such industries as require large quantities of rubber. The American demand last year was not so important a factor as it had been in the three preceding years, and enlarged supplies were left for absorption by other countries. This demand, however, has revived during the past nine months, and, being persistently pushed at a time when the reason was drawing to a close and supplies falling away, has been a material factor in bringing about the present high prices.

INCREASED PRODUCTION.

The production of rubber has increased even when prices were low, the world's output in 1908 having reached 70,000 tons, which was an increase of 1,000 tons over the output of 1907, and with such high values as have now been reached and seem likely to prevail in view of the growing trade requirements, unusual efforts will probably be made to bring rubber to the market. Last year there was an increase of about 850 tons in the production of plantation rubber (from Ceylon, Malay, &c.), bringing the total up to 2,100 tons from an area of about 500,000 acres. This year a larger increase is expected, but it is evident that any material addition in the near future to the world's supply of rubber must come from South America, where the production is in a large degree regulated by the returns upon the cost of gathering. It is said that the American supply could be counted upon as steady, with fine Para at about 6s. It is certain that extraordinary efforts will be made to extend the limits from which supplies are drawn, and in this connection it is noteworthy that there is now a proposition before the Brazilian Government to order the construction of a railway which would open up a vast extent of rubber country that owing to the difficulties of navigation in the upper reaches of the Amazon river during part of the year, is now but partially utilized. It is difficult to say how far production may expand in Brazil under the stimulus of high prices, but an increase may safely be counted upon. The growth in the output of plantation rubber must necessarily be slow, as rubber-growing in Ceylon and the Malay Archipelago is a comparatively new industry; but the number of new rubber companies which are being floated would indicate that the industry will be worked for all it is worth.

Meanwhile the comparative scarcity of rubber here and in America is undeniable. Reports from America say that stocks there are practically exhausted, while the stocks in London and Liverpool at the end of May were only 2,187 tons, as against 4,644 tons at the end of May, 1908. In May, 1908, the market was slow; at the present time it is strong with a keen demand.—The Times.

LORD C. BEVERSFORD AND HIS PROGRAMME.

Lord Charles Beversford wrote to the Times last month as follows:—

Sir,—My attention has been called to the fact that you and many other advocates of increased naval development consider that the programme of armament construction which I put forward at the London Chamber of Commerce is inadequate, so far as the number of battleships is concerned, and some say that it is actually less than the number which the Government were expected to lay down in the period between now and March, 1914.

It has been suggested that I have not allowed for possible German acceleration, or increased naval development by those members of the Triple Alliance who are Mediterranean Powers. My critics have, however, apparently overlooked one vitally important reservation in my speech. It was as follows:—

"I must tell you that the proposal I am making does not allow for German acceleration, because, again, I do not want my countrymen to pay for something which is not visible, and it does not allow in any way for the Austrian announcement of the commencement of four battleships."

The obvious meaning of this passage is that the definite programme I have proposed is intended to meet a definite and actually existing state of things in other countries, but that, if this state of things should be altered to our disadvantage either by German acceleration or by Austrian development, my programme would be no longer adequate, and in the eventuality mentioned it would be an absolute necessity, not only that we should meet new ship with new ship, but that we should provide a proper margin of power. If the Austrian projected development should materialize, that margin must be considerable, because an increase in Austrian naval power will necessarily evoke a corresponding increase on the part of Italy, and although we have no reason to doubt Italian good will towards ourselves, nevertheless, it must never be forgotten that she is a member of the Triple Alliance, and that we do not know to what pressure she might be subjected.

Let me repeat, in the most explicit terms, that my definite programme was only intended to meet a definitely existing and visible state of things, and if that state of things alters to our disadvantage, our programme must undergo a more than proportionate expansion.

In the leading article which appears in your issue of the 1st instant you mention that my programme would involve an expenditure of from £11,000,000 to £12,000,000 annually, and that this would appear to entail no very great increase on the existing Navy Estimates.

I fear that you take too sanguine a view of the finances of the nation. You appear to have left out of account the heavy residual expenditure involved in the completion of ships now building, and in defraying the cost of the official programme for the current financial year.

The cost of all these works, which runs into many millions, must be added to the cost of my programme, and should be incurred by March, 1914, and the greater part of it by March, 1913. Moreover, as very little can be expended on a new programme during the current financial year, the cost would have to be spread over four years at the outside, and the greater part of it over three, provided that the money is not supplied by a loan, repayable at a certain period.

If my programme be adopted, and the money is supplied by annual votes in order to pay for vessels by date of completion, it will mean an average expenditure for both programmes on new construction, guns, ammunition, and other stores during the next four financial years of from £17,000,000 to £20,000,000, and in the earlier years of the period the amounts should be considerably higher.

These figures suggest the necessity of caution when framing programmes, and have caused me to base my calculations, and on indefinite contingencies, which can be provided against when they materialize, but on a definite and actually existing state of things.—I have the honour to be, Sir, Your obedient servant,

CHARLES BEVERSFORD, Admiral.

1, Great Cumberland Place, W., July 2.

As your teeth
are wanted to last
—for years to come—
begin now to use

**Calvert's
Tooth Powder**

However perfect your teeth
may naturally be, they still
require, and will well repay,
the slight trouble and the short
time you should daily give to
their care.

The regular use of Calvert's
Carbolic Tooth Powder ensures
a complete antiseptic cleansing,
helps the toothbrush to do its
work easily, pleasantly, and
thoroughly, and thus assists
your own efforts towards
keeping the teeth in the best
possible condition.

Sold by local Chemists and Stores.
Calvert & Co., Manchester, Eng.



APENTA
NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL,
St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast.

THE NEW FRENCH REMEDY, THERAPION.

This successful popular remedy, used in continental hospitals by Ricord, Rostan, Jobert, Velpeau and others, surpasses everything hitherto employed. **THERAPION No. 1** is a remarkably short time, often from one to three days, it cures all the most distressing urinary affections, the use of which does irreparable harm by laying the foundation of edema, and other serious diseases. **THERAPION No. 2** for blood poisoning, bad legs, spots, blotches, eruptions, and all skin diseases, secondary symptoms, pain and swelling of joints, rheumatism, etc. It purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body. **THERAPION No. 3** for exhaustion, and those used up, feelings resulting from dissipation, worry, overwork, excess, etc. It is a powerful and surprising power in restoring strength and vigor to those suffering from exhausting fatigue, and all the ailments which result from it. **THERAPION** is obtainable at principal Chemists, The Le Clerc Medicine Co., Havant, Road, Hampshire, London, Piccadilly, Regent Street. The above Trade Mark is a fac-simile of word "THERAPION" as appears on British Government Stamp affixed to every genuine package.



SOZODONT

Called "The Honest Dentifrice" because through sixty years no honest effort has been spared to give the public a dentifrice that the teeth require. It is an alkaline, slightly astringent, deliciously fragrant deodorizer and tonic for the tooth and mouth structure. Use Sozodont. Absolutely pure.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20. Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

PEACH'S LACE CURTAINS

FREE! Given away. LACE TABLE CENTRE. Sent FREE with Catalogue and Buyers Guide of CURTAINS, MUSLINS, TABLE LINENS, DOWN QUILTS, CARPETS, RUGS, FURNITURE. Knockdown makes for shipping. LADIES' COSTUMES, UNDERWEAR, SHOES, GENTS' CLOTHING, HOSIERY, BOOTS, etc. Keep the fact that though miles away you can buy DIRECT FROM OUR MACHINES at first cost.

Experience of 50 years back of every pair. World wide reputation. Patentes of "CONTRENET" Curtains last longer, cost no more. Customers order regularly from the most distant parts of the Empire. Instructions carefully carried out. PATTERNS FREE.

CHINA MAIL PARCEL 27 6—Half Parcel—Half Parcel—
2 pairs Lace Curtains for Drawingroom, length 34 yards width 60 inches up-to-date pattern. Ribbon and Floral.
2 pairs for Diningroom, durable quality, length 3 yards width 54 inches.
2 Lace Cushion Squares.
Write to-day for reliable information. Testimonials sent from Customers in your District. Price Lists only can be obtained at the Office of this Paper, if you want the FREE GIFT—send direct to—
SAML. PEACH & SONS, Box 694, THE LOOMS, NOTTINGHAM, ENGL.
China Mail Parcel sent post free in White or Ecru. [426-2]

"SHACKELL" "SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. [934]

MERRYWEATHERS' Light Portable "VALIANT."



The Ideal Fire Engine and Steam Pump for CHINA.
Lightest Pump on the Market.
Weight 60 cwt. 14 lb.
Can be carried by a few men through narrow streets, doorways, etc.
Ask for Illustrated Pamphlet No. 3284.
MERRYWEATHER & SONS, 63, Long Acre, W.C.
Works—Greenwich, S.E., London.
846-1

KEATING'S WORM TABLETS

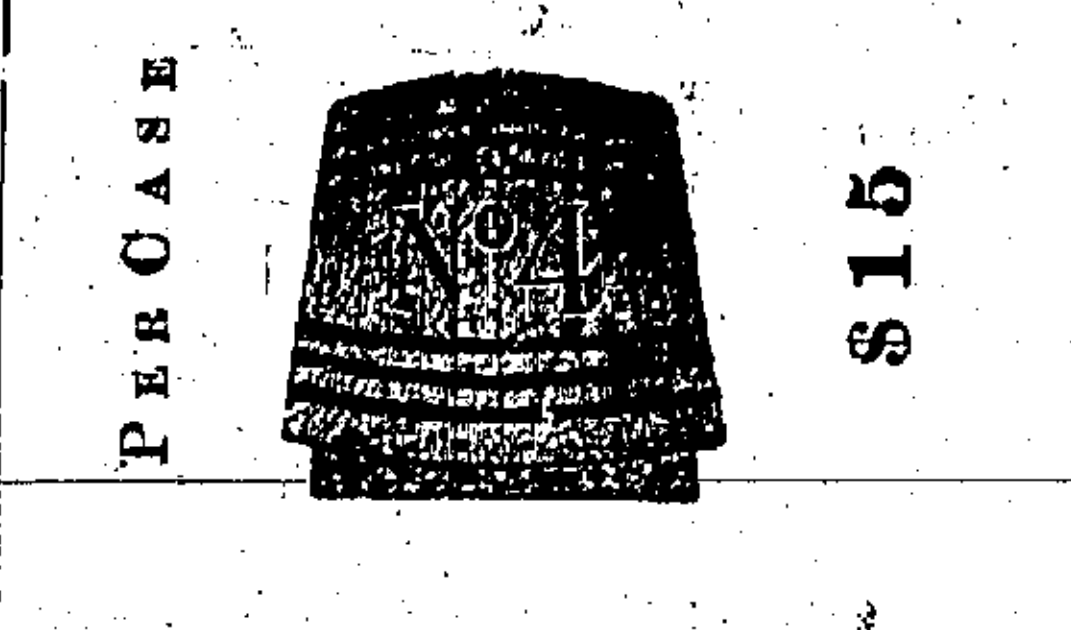
A purely Vegetable Sweetmeat Sold in Bottles by all Druggists.
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal Thread Worms. Perfectly safe, mild, and especially adapted for children.
It is obtained of all Druggists.
Prepared by THOMAS KEATING, 10, Abchurch Lane, London, E.C. 4.

London Selling Agents

THE LONDON FIRMS: BRISTLES, OILS, FURS, HIDE & SKINS, RUBBER, DRUGS, COTTON, WOOL, GUMS, AND GENERAL PRODUCE.
Sold on commission in Britain and Continental Markets. Samples valued. Best prices for consignments received.
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Telegrams: "Keymer, London." [1044]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1834.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

When you are over-heated, thirsty and tired, drink
'Montserrat' Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—
Unsweetered, i.e., Plain Lime Juice.
Sweetened, i.e., Lime Juice Cordial.
Agents:—A. C. Watson & Co., Ltd. Hong Kong.
1040

MARTIN'S APIOL STEEL PILLS
A French Remedy for all Irregularities. These pills always keep a box of Martin's Pills in the house. On the first sign of any irregularity of the system a small dose may be administered. When the system is restored to its normal state, the pills may be discontinued. The pills are sold in all the principal chemists and druggists throughout the world, or post free to any address. Martin's, Chemists, Paris, France, and London, England.

CLARKE'S B. 41 PILLS.
A warranted cure for all acquired or constitutional Disorders from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Druggists throughout the world.

SAVARESS'S SANDAL CAPSULES
Efficient because absolutely pure. English Oil. No made of gelatine. Full directions. All Chemists. Insist on SAVARESS'S.
800

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 7th Aug.	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SARDINIA	On 11th Aug.	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO	About 13th Aug.	Freight and Passage
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th August, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	NINGPO	On 7th Aug., 4 P.M.
SHANGHAI	CHENAN	On 8th Aug., 5 P.M.
MANILA	TAMING	On 10th Aug., 5 P.M.
TINGTAU, CHEFOO and NEWCHANG	NANCHANG	On 10th Aug., 4 P.M.
CEBU and ILOILO	SUNGHANG	On 10th Aug., 4 P.M.
WEIHAWEI and TIENTSIN	KUICHOW	On 11th Aug., 4 P.M.
SAMARANG and SOURABAYA	SHANTUNG	On 12th Aug., 4 P.M.
SHANGHAI	ANHUI	On 12th Aug., 4 P.M.
SHANGHAI	CHANGSHA	On 15th Aug., 4 P.M.
MANILA	TEAN	On 17th Aug., 5 P.M.

THURSDAY ISLAND, COOK-TOWN, OALINS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

Telephone 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th August, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST ROUTE.

HIGHEST CLASS—FASTEST and MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT and FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIMUN" Capt. Evans

"HAIYANG" Capt. A. E. Hodgins

"HAICHING" Capt. W. C. Passmore

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 7th August, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIK PORTS

SHANGHAI, YOKOHAMA and KOBE

MARSEILLES, HAVRE, COPENHAGEN and BALTIK PORTS

For Further Particulars apply to

MELOHERS & CO., AGENTS.

Hongkong, 5th August, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG" Saturday, 7th Aug., 3 P.M.

CHINWANTAO "SUISANG" Monday, 9th Aug., Noon.

SHANGHAI VIA SWATOW "HANGSANG" Tuesday, 10th Aug., Noon.

KOBE & MOJI "CHUNGANG" Wednesday, 11th Aug., 3 P.M.

MANILA "YUENSANG" Wednesday, 11th Aug., 3 P.M.

MANILA "LOONGSANG" Friday, 13th Aug., 4 P.M.

SHANGHAI, YOKOHAMA, KOBE & MOJI "FOOKSANG" Tuesday, 24th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG", "HANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 7th August, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	AWA MARU, Capt. A. Keith.	6,500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. and KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU, and YOKOHAMA.	TAMBA MARU, Capt. C. H. Butler.	6,500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KAGA MARU, Capt. M. Hagino.	6,500	TUESDAY, 17th Aug., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO.	SHINANO MARU, Capt. K. Kawana.	7,090	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI and KOBE.	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
KOBE and YOKOHAMA.	TOTOMI MARU, Capt. R. Smith.	4,500	MONDAY, 9th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	YEBOSHI MARU, Capt. B. Kon.	4,500	FRIDAY, 27th Aug., at 5 P.M.
	MIYASAKI MARU, Capt. T. Murai.	9,000	WEDNESDAY, 1st Sept., at Noon.
	KUMANO MARU, Capt. M. Winkler.	6,000	

Fitted with New System of Wireless Telegraphy.

CARGO ONLY.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. Mosby) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. Murai) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Core) - On Wednesday, 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return - Kobe Return - Moji Return - Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO, MANAGER. [15-93]

Hongkong, 4th August, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU ... 6000 ... Sat. Aug. 30th, at Noon.

S.S. MANSHU MARU ... 500 ... Oct. 26th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th June, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SPEZIA ... 15th Aug.

S.S. C. FERD. LAEISZ ... 17th Aug.

S.S. AMBERIA ... 27th Aug.

S.S. NICOMEDIA ... 8th Sept.

S.S. LIBERIA ... 15th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th August, 1909.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

Tons. CAPTAIN FOR SAILING DATE.

RUBI ... 2540 | R. W. Almond | Manila | On 7th Aug., Noon.

ZAFIRO ... 2540 | R. W. Almond | Manila | On 14th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd August, 1909.

[14]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHINA OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS.

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET, YOKOHAMA.

759]

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA.

"SEATTLE MARU" Capt. 6,178 SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

TAMSAI VIA SWATOW, "DALIN MARU" SUNDAY, 8th Aug., at 10 A.M.

SHANGHAI VIA SWATOW, "BUJUN MARU" THURSDAY, 12th Aug., at 10 A.M.

AMOI & FOCHOW Capt. Y. FUSENO

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

877]

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, TONGKU.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to—

BUTTERFIELD & SWIRE, Managers, Tientsin.

Hongkong, 27th July, 1909. [1011]

DAVID CORSAIR & SON'S

MERCHANT NAVY BOILED LONCH PLAY RELIANCE CROWN TARPAILING—

ARNHOLD, KARBURG & CO. Sole Agents.

1674]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ... 25,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1909. [908]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co. HONGKONG, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In 1/2 Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at 36/37 and 57/50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 25th October, 1905. [623]

GENTLEMEN, WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED.

A Fine Stock of GENTLEMEN'S HOSE (SOCKS).

Assorted Shades and Designs. Black, Tan, Striped, Checks, Lisle and Silk Lisle, Double Heel and Toe, Plain and Lace Worked.

Warranted Fast Colours. Guaranteed Stainless.

HOOSAIN-ALI & Co. Hongkong, 3rd August, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, WING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE, 26, DES VŒUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "Zeiss", "Goerz", "Ross" & "Aldis" Lenses.

DEVELOPING and PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing.

Hongkong, 21st July, 1907. [629]

COMMON SENSE IN A NUTSHELL.

A few medical words on the causes and most scientific and effective means of self-cure over discovered for nervous & functional debility, depression of spirits, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, rheumatism, blood poisoning, should fall to procure a copy post free in plain sealed envelope for 2/6, stamped from Mr. Lewis, Medical Publisher, 84, Welney Road, Gospel Oak, London.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 7th	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SARDINIA	On 11th Aug.	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO	About 13th Aug.	Freight and Passage
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI	NINGPO	On 7th Aug. 4 P.M.
SHANGHAI	CHENAN	On 8th Aug. 4 P.M.
MANILA	TAMING	On 10th Aug. 3 P.M.
TSINGTAI, CHEFOO and NEWCHANG	NANCHANG	On 10th Aug. 4 P.M.
CEBU and ILOILO	SUNGHANG	On 10th Aug. 4 P.M.
WEIHAIWEI and TIENTSIN	KUEICHOW	On 11th Aug. 4 P.M.
SAMARANG and SOERABAYA	SHANTUNG	On 12th Aug. 4 P.M.
SHANGHAI	ANHUI	On 12th Aug. 4 P.M.
SHANGHAI	LIAN	On 15th Aug. 4 P.M.
MANILA	TEAN	On 17th Aug. 3 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUT".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.

For Freight or Passage apply to—
HONGKONG, 7th August, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 8th Aug. at Noon.
"HAIKANG"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 10th Aug. at 2 P.M.
"HAICHING"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 13th Aug. at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th August, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GEN. Copenhagen and Baltic Ports	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and Baltic Ports	"CATHAY"	End of September.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 7th Aug. 3 P.M.
CHINWANTAO	"SUISANG"	Monday, 9th Aug. Noon.
SHANGHAI VIA SWATOW	"HANGSANG"	Tuesday, 10th Aug. Noon.
KOBE	"CHUNGSANG"	Wed. day, 11th Aug. Noon.
KOBE & MOJI	"HINSANG"	Wed. day, 11th Aug. 3 P.M.
MANILA	"YUENSANG"	Friday, 13th Aug. 4 P.M.
MANILA	"LOONGSANG"	Friday, 20th Aug. 4 P.M.
SEHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 24th Aug. Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 7th August, 1909.

GENERAL MANAGERS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU.	6,500	WED. DAY, 18th Aug. at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU.	6,500	WED. DAY, 1st Sept. at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU.	6,500	TUESDAY, 17th Aug. at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	SHINANO MARU.	7,090	TUESDAY, 14th Sept. at 4 P.M.
SHANGHAI and KOBE	NIKKO MARU.	6,000	FRIDAY, 3rd Sept. at Noon.
KOBE and YOKOHAMA	TOTOMI MARU.	4,500	MONDAY, 9th Aug. at Daylight.
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU.	4,500	FRIDAY, 13th Aug. at 5 P.M.
	MIYASAKI MARU.	9,000	FRIDAY, 27th Aug. at 5 P.M.
	KUMANO MARU.	6,000	WED. DAY, 1st Sept. at Noon.

Fitted with New System of Wireless Telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.
THE Co.'s Newly Built 3,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. W. M. THOMPSON)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. T. MURAI)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. COPE)	On Wed. day, 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 4th August, 1909.
T. KUSUMOTO,
MANAGER. [15-93]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSHU MARU	500	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.
TOYO KISEN KAISHA, York Building.
Hongkong, 29th June, 1909. [462]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SPEZIA	13th Aug.
S.S. C. FERD. LAEISZ	17th Aug.
S.S. AMBRIA	27th Aug.
S.S. NICOMEDIA	8th Sept.
S.S. LIBERIA	15th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 7th August, 1909. Hongkong Office. 12

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUHI	2540	R. W. Almond	Manila	On 7th Aug. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 14th Aug. Noon.

For Freight or Passage apply to

HONGKONG, 2nd August, 1909.

SHEWAN, TOMES & Co.,
General Managers. [14]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VEXES ROAD,

HONGKONG. [759]

Japan Office:

14, WATER STREET,

YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest, and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
TAMSAI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 8th Aug. at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 12th Aug. at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

[577]

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers and lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, Tientsin.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to—
BUTTERFIELD & SWIRE,
Managers, Tientsin.

Hongkong, 27th July, 1909. [1011]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBURG & CO. Sole Agents.

[1674]

SANTAL MIDY

These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours—without inconvenience.

Each Capsule bears the name MIDY

FOR DISEASES OF THE ORGANS.

GRIMAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for Consumption, Obstructive Coughs, COLDS, DISEASES OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

COMMON SENSE IS NUTSHELL. A new medical work on the causes & most scientific & effective means of self-cure ever discovered for nervous & functional diseases, depression of spirits, etc., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, discharges, blood poison, should fall to procure a copy post free in plain sealed envelope for P.O. response from Mr. Lewis Medical Publisher, 25, Walsley Road, Gospel Oak, London.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908

£19,121,310.

I. Authorised Capital	£6,000,000
Subscribed Capital	3,275,000
Paid-up Capital	1,212,500 0 0
II. Fire Funds	3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1909. [908]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6.97 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

GENTLEMEN, WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED. A Fine Stock of GENTLEMEN'S HOSE (SOCKS). Assorted Shades and Designs. Black, Tan, Striped, Checks, Lisle and Silk Lisle, Double Heel and Toe, Plain and Lace-Worked. Warranted Fast Colours.

Guaranteed Stainless.
HOOSAIN-ALI & Co.
Hongkong, 3rd August, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, 117, Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [563]

A TACK & CO., FURNITURE & PHOTO GOODS STORE.

26, DES VEXES ROAD, CENTRAL.
DEALERS IN LADIES' & GENTS' BOOTS & SHOES. UMBRELLAS, &c., &c. Cameras fitted with "ZEISS," "GOETZ," "ROSS" & "ALDIS" Lenses. DEVELOPING AND PRINTING A SPECIALITY.
Hongkong, 24th April, 1909. [37]

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of every Description in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

FASHIONS AND FANCIES.

THE SHORTER PETTICOAT.
Three years ago the smartly-dressed woman was wearing white or pale-coloured petticoats that touched the ground at the back, if they did not actually trail on it. This was an uncleanly, unhygienic and most uncomfortable fashion. It had everything against it, and nothing in its favour. Consequently it lasted a long time, for there is nothing so unreasonable as fashion, nothing so much more so. We are now delivered from the trailing petticoat, and have adopted the much more agreeable as well as sensible mode of wearing it—if we wear it at all—with the hem no longer than the instep—if we possess an instep! Though many well-dressed women have abandoned the petticoat as irrelevant, on others it is as tempestuous as ever. Evidently about the hips, it flows out below the knees in frills and tucks and flounces, beribboned, be-bowed, and be-headed, and even flower-pointed. They are piled in tempting heaps on many counters at the summer sales, and are objects of some emulation among bargain-hunters.

RETURN OF THE FROU-FROU.
One petticoat, in soft clinging white satin, has a deep pleated frill of the same silk, with a pleated frill of silk muslin above it, both frills being edged with narrow black satin ruching, and both trimmed with three rows of narrow black satin ribbon. Hence, then, is the frou-frou back with us. Another, in turquoise satin, has painted medallions enclosing Empire wreaths of pink roses, also painted, and is trimmed with rouches in fine ribbon work, the whole garlanded à la Louis XVI., with black lace worked with pale gold. Yet another is in Rose Dulary soft silk, with a deep lace flounce bordered with a ribbon ruche in the colour of the silk. Inserted under the edge of the petticoat are two frilly pleated frills, one white silk, one Rose Dulary.

THE MAILLOT DRESS.
There are signs that the maillo dress is going to be greatly exaggerated and travestied. It lends itself to this sort of thing, especially when adopted by wearers who are painfully thin, or even more painfully the reverse. Wait till we see it at the seaside blown by high winds to the revelation of angles and osseous prominences; or on a Channel boat in a breeze as worn by a lady whose height is a little over five feet, and whose circumference about the hips is somewhere between 20 and 22 inches, by someone with a good figure who carries herself well, and has good action of the knees, the maillo dress is excellent. The freedom it imparts in walking is one of its good points, and if it is worn dragged too tightly round the figure above the pleated skirt, it is the fault of the wearer, not of the gown.

THE DUCHESS OF SUTHERLAND'S HOMERUS PARTY.
To call the Duchess's party a "home-party" is clearly absurd. It is by far the most charming garden party of the London season. The beauty of the garden, the charm of the splendid house, the beauty and grace of the children, and the crowd of interesting guests, all conspire to make the occasion pleasant. The home-party is made in Harris, Lewis, Shetland, and Sutherland, and are in attractive colours. They find a ready sale at this party, and are so durable as to be invaluable for Norway or the moors, as well as the constant travelling in which so many women indulge nowadays. It is ideal shopping in an idyllic garden, and it is ideal shopping in an idyllic garden, and it is ideal shopping in an idyllic garden. The date is Monday next, from half-past three to half-past six. The home-party dress themselves particularly well to the present fashion of short skirt and three-quarter coat. Shades of purple are much in demand this season.

THE FATE OF SUNSHADES.
So far, there has been but little need of sunshades. A few appeared in the Park on days when there was a meet of one of the coaching clubs, but there is a butlerly existence, and a sudden heavy shower smashes them out of life, and calls on them for a protection they are unable to afford. Few red ones have been seen, partly owing, perhaps, to the fact that when a red sunshade becomes thoroughly wet, it drops rudely tears upon the hat and the gown of its owner. Shades of pink have been the favourite, and this colour is much more becoming to the complexion than red. Green and mauve are apt to make the face beneath look livid. There are shades of blue which have a similar effect. Pink is certainly the safest colour. But are we to have any sunshades? Wise are those who choose the simpler en-tout-cas, more solid of composition, and more effective against either shower or shine. With a view to their taking the place of their more perishable cousins, they have been made more decorative this season. Some have borders of flowers with a little running Pompadour pattern over the rest of the cover. Others have a group of flowers on the centre of each panel and little roses dotted all over the silk. A favourite finish is a band of flowers close to the edge, then a narrower band, and above it narrower still. There are more satin than more en-tout-cas this season.

THE COLOURED SHOE.
This season has seen a marked development in the coloured shoe. With white or pale-tinted gloves, shoes of pale tan with gilt buckles are worn, and with costumes of the faded peach leaf or rusty tan-colour, the shoes are often dyed to match. In the same way, gowns in olive green or Wealdwood blue have the same to match for gloves and shoes, saying that the stockings must match the shoes. Incomparably dainty is the effect of this completeness in the toilette. For those who deeply consider such matters it is worth some trouble to achieve.

AND GLOVES TO MATCH.
It adds a kind of top note when the gloves are in absolute harmony with the shoes and stockings. White gloves are not nearly so much worn with outdoor dress this season as last. Shades of tan, mushroom, grey, and beige have taken the place of white, and are much more artistic as well as more becoming. The Queen has set the example of wearing soft shades of dove and palest cream instead of white.

WITH SOME EXCEPTIONS.
The exceptions to the rule that the gloves should match the coloured shoes are to be found in the mauve which, in subtle, is so very much in fashion already. In evening dress with these modish mauve shoes. Worn with pale blue they give a chic to a toilette, and they also look very well indeed with some of the pale tones of grey. There are some tints of pale green, too, which contrast agreeably with these shoes.

THE LACE COAT.
The lace coat has looked rather unhappy out-of-doors this rainy season. Its turn may come, but as things have been, something more solid might have taken its place, and with great advantage to the wearer, both in comfort and in suitability. Very transparent chemisettes are no longer worn, as they were last season, nor is the curve of the filling in so wide or so deep as then. Some of our best-dressed have simply a small square at the neck in front, and a still smaller one, quite minute, at the back, filled in with tacked or embroidered net, sometimes white or cream, and often black over white. —X. AND Z. in the Globe.

LLOYD'S REGISTER.

NEW RULES FOR STEEL SHIPS.

It was announced in *The Times* of the 10th inst. that the Committee of Lloyd's Register of British and Foreign Shipping had decided to introduce new Rules for governing the scantlings and structural arrangements of steel ships built under their survey and "classed" by them. Having regard to the exceptional position which the Committee occupies in regard to the mercantile marines of the world, it may be of interest to explain briefly the changes made and their probable effect. Lloyd's Register Book for mercantile shipping was established in 1835, and the subsequent period has been marked by great changes in ship-building. When the Register Book was commenced, vessels of 500 tons were considered of exceptionally large size; steam navigation and iron shipbuilding were in their infancy. Until 1837 no iron ship was "classed"; no Rules for iron ships were issued until 1855, and when the Rules were issued in 1855, wood shipbuilding still retained a very important relative position. Up to 1870 the basis of the Rules for scantlings was "under-deck tonnage," but the growth in dimensions, the change in proportions of length to depth and breadth, and the novel types of ships which had been introduced by that time, made it necessary to abandon tonnage as the governing condition. After thorough inquiry, by means of which the opinions of shipowners, shipbuilders, and surveyors were ascertained, Mr. Bernard Waymouth, then one of the chief surveyors, submitted a new scheme for regulating scantlings in iron ships by means of a system of "numerals" depending upon the principal dimensions of vessels. Transverse members of ships' structures were to be regulated by numerals obtained by adding together one-half the greatest moulded breadth, one-half the girth on the midship section, and the depth, or in algebraical language,

$$\text{Transverse numeral} = \frac{1}{2}B + \frac{1}{2}G + D,$$

where B represents breadth, G girth, and D depth. For features contributing to longitudinal strength the corresponding numeral was obtained by multiplying the transverse numeral by the length—

$$\text{Longitudinal numeral} = L(\frac{1}{2}B + \frac{1}{2}G + D),$$

where L represents the length. The actual scantlings corresponding to the several numerals were necessarily based on experience gained with then existing ships, and assumed the use of materials and manufactured forms then available. Amongst these who assisted Mr. Waymouth in this difficult task may be mentioned his successors in the chief surveyorship (Mr. Martell and Mr. Cornish) and Mr. W. J. Bone, then a surveyor and the first graduate of the Royal School of Naval Architecture who passed from the Admiralty service into the staff of Lloyd's. Valuable assistance came also from the Committee itself, including, as it did and has always done, merchants and shipowners of large experience, shipbuilders of the first rank, and gentlemen interested in marine insurance. Doubts were expressed by some authorities as to the wisdom of the new departure, but after full consideration the Committee decided to make it, and subsequent events have justified their action. Nearly 10,500 vessels, having an aggregate tonnage exceeding 20 million tons (gross), held classes assigned by the Committee at the end of June, 1908, and out of the total mercantile shipbuilding output of the world last year—about 1,833,300 tons (gross)—more than 764,000 tons were built under the inspection of Lloyd's Register with a view to classification. Within the year ending June 30, 1908, 648 new vessels aggregating about 1,152,000 tons had classes assigned to them. In this list were included 49 steamers exceeding 5,000 tons each, seven vessels exceeding 10,000 tons each, the *Roderdan* of 24,150 tons, and the *Mauritania* of nearly 32,000 tons.

STEEL REPLACES IRON.

Since the Rules of 1870 were issued many changes besides increase in dimensions have occurred in merchant ships. Steel has taken the place of iron, and as a consequence scantlings and structural weights have been lessened. Steelmakers have produced much larger plates and longer bars than were possible with iron; new sectional forms have been rolled and standardized for frames, beams and stiffeners. Stronger qualities of steel are coming into use; new systems of construction and new types of ships are being devised. Scientific method is now employed generally in the design of merchant ships of all classes. The Committee of Lloyd's have moved with the times, and have created a powerful scientific staff which has been largely recruited from amongst men originally trained for the Admiralty service. The late Mr. W. John, who about 35 years ago did most valuable work for the society in connection with the structural strength of merchant ships, was one of the first appointments. Mr. Thearle, who has been selected recently to succeed Mr. Cornish as chief ship surveyor, deserves special mention. The Committee have also founded scholarships for students of naval architecture at the Royal Naval College and in the Universities of Glasgow and Durham. Concurrently with this action the Committee have strengthened its staff of surveyors at home and abroad, and have called into council an advisory committee composed of leading shipbuilders and marine engineers, to whom are referred for consideration proposals made for alterations in the Rules or in the details of established practice of shipbuilding.

The new Rules introduce new formulae for numerals used in determining scantlings, and make provision for only two main types of ships—(1) the full scantling vessel, (2) the class of vessel having a continuous superstructure such as an awning or shelter deck. The formulae to be used in future are as follows:

$$\text{Transverse numeral} = B + D,$$

$$\text{Longitudinal numeral} = L(B + D).$$

Girth on the midship-section no longer influences scantlings directly. The length (L) is to be measured from the fore side of stem to the after side of post on the upper deck, instead of from after side of stem to fore side of post, as in the Rules of 1870. The moulded depth (D) is to be measured at the middle of the length from the top of keel to the top of beam at side (instead of at the middle line) of the uppermost continuous deck, except in awning or shelter-deck vessels, where it may be taken at the deck next below the awning or shelter deck, provided the height between decks does not exceed 8ft. The breadth (B) is the greatest moulded breadth of the vessel. The proportions of length to breadth are taken to the uppermost continuous deck, and in the way of a long bridge to the bridge deck. For vessels exceeding 14 depths in length plans showing the proposals for a sufficient strength longitudinally must be submitted for approval by the Committee. The revised Rules and tables include vessels up to 680ft. in length and cover all vessels hitherto classed by Lloyd's except the *Zuriania* and *Mauritania*. The general effect of the new Rules will be to lessen structural weight somewhat, while ample structural strength will be secured. In consequence of the universal employment of thoroughly tested steel instead of the practically untested iron used 40 years ago, shipbuilders have now an assurance of uniformity

in quality and strength not then possible. Load-line legislation now governs the maximum weights to be carried by British ships, and consequently enables scientific analyses and calculations of stresses and strains to be carried much further than was possible formerly.

STANDARDIZATION.

The maximum spacing of transverse frames permitted in future for the largest vessels is 33 in. In the rules of 1855 the corresponding spacing was from 16in. to 18in. In 1863, from 25in. to 24in.; in the Rules now superseded it was 20in. to 27in. For warships the frame-spacing is commonly 4ft., but the conditions of service are different. In order to minimize the increase in weight produced by passing from one grade of numerals to another the new Rules provide that the frame spacing shall be increased by steps of half an inch; and that thicknesses of plating shall be increased by steps of two one-hundredths of an inch (practically equal to half a millimetre) instead of by five one-hundredths, as provided previously. For mild steel plates the thickness corresponds to an increase of about 0.82lb. in weight per square foot. In Admiralty practice since mild steel began to be used, plates have been ordered by weights per square foot, and bars by weights per foot run; the system has worked well, and is easily applied in practice.

Lloyd's Register Committee, has shown sympathy with the Engineering Standards Committee, and principal officers of their staff have served on sub-committees dealing with materials used in the construction of ships and their machinery. In the new Rules the sections required for angles, bulb-angles, T-bulbs, channels, bars, &c., are nearly all "standard sections," and this fact will be helpful to both manufacturers and shipbuilders. The Committee propose to maintain their established practice and to consider special types of ships and systems of construction with a view to classification. These exceptional cases have been numerous recently, including vessels in which the longitudinal system of framing has been developed, or unusual structural arrangements have been adopted in order to gain efficiency in particular trades. This broad-minded policy is desirable in the interests of both shipbuilding and commerce. In giving effect to the Committee can command the services of an experienced and scientific staff. So long as they continue to assist progress in mercantile shipping by action such as has been taken in the preparation of the new Rules, the Committee may feel confident that Lloyd's Register Book will maintain the proud position which has been secured by the efforts of successive administrators since its foundation 75 years ago.

MORRIS DANCES.

In these latter days everybody is a collector of antiques. "Let us go out and collect something" is the modern variant of the old blood-thirsty saying sarcastically imputed to the Englishman with leisure to dispose of. Some of us are already weary of the collector for collecting really a form of racial investigation, and are disposed to scoff at the sight of plates climbing walls, spoons lurking in locked cabinets, pewter sent into exile from the tap-room, and other useful objects superannuated, so to speak, from the service of mankind and condemned to fantastic uselessness merely because competition among collectors has set an unnatural price on them. Even less excusable seems the treasuring of things for which modern life could find no possible use. In many cases the result of antiquarian research falls into a like condemnation, being equally useless from the scientific point of view and from that of artists.

Equally fascinating are the Morris dances which have been preserved for us by little brotherhoods of athletes—remember that these, like all true country dances, demand vigour rather than elegance—in various parts of England, including Oxfordshire. Many of us remember seeing the Morris dancers down the High at Oxford at Whitsuntide; but little attention was paid to such manifestations of the desire of country people—a desire as old and as young as England, for translating simple music into rhythmic movements of the body. We thought it all a somewhat unnecessary survival of old customs, and passed on without an afterthought of its significance to our own playing-grounds. Certainly the Headington Morris-dancers did not dare to hope that the outer world would ever become interested in their mystery and that they would be constantly invited to London and other far-off cities to teach the dances which had been handed down from father to son. It is rather a pity that no Oxford undergraduate of the days when the poems and prose romances of William Morris came as the accepted revelation of an earlier England, with its simple-thoughted and uncomplicated men and women, ever thought of learning Morris dancing. In might have caught on as an athletic diversion, since, like rowing, it requires every muscle in the body to be well-tempered and is really a pastime for men rather than women—ball-room dances with their gentle, gliding, and swaying movements being more suitable for harmonious development of the physique of the latter. All the lessons of the ball-room dancing-master, all the unpractical subtleties summed up in the phrase "light fantastic toe," must be forgotten by those who wish to dance the Morris in good form and to acquire the graceful vigour of such a true artist as Mr. Kimber, the leader of the Headington Morris "side," who keeps his body erect and at rest—this is the essential point in the traditional style, even when executing the "capers" such as the Morris steps at their loftiest and most vigorous, albeit different only in degree, not in kind from the least exuberant movements.

One may, perhaps, describe the steps as constituting a kind of glorified walking—the "walking on air" of a successful lover. Children instinctively adopt the Morris-step in moments of delight; examples of it may be seen whenever a school is released on a fine summer's day. It is practically alike throughout all the dances, varying only in force—there must always be force enough to cause the bells worn on the shin to make their gay shimmering sound, in length of stride, and in the height of the uplifted foot. The forward or stepping-foot is lifted as in walking, as if to step forward, and then is vigorously straightened in a kick, so as to ring the bells. As the forward leg is straightened a hop is made on the rear foot; the dancer slights on the toe, but lets the heel go down immediately. In the step most commonly used, the raised foot is thrust forward only so far that when the leg is straightened to the kick, the forward heel is roughly the length of the dancer's foot in advance of the toe of the supporting foot. In the high step, chiefly in the figures called "capers" (the music tells when these extraordinary efforts are required), the dancer should raise the forward foot till the toe is as high as the knee of the supporting leg. The jump which in many cases begins and ends a measure, requires the dancer to leap as high as his own uplifted foot, holding legs and body straight when in the air and alighting on his toes so as to break the heels to come firmly down. On no account must the toe of the uplifted foot be pointed as in

ball-room dancing. The sight of a pointed toe in line with the leg—generally to be seen when ball-room dancers are having their first lessons in the Morris—is a blot on the performance. The uplifted foot must always be held at right angles to the leg.

Here, then, is the plain A.B.C. of Morris dancing; the various combinations of the steps and jumps—the Chain, Cross-over Back-to-Back, Go-and-Come, and so on, are simple words, so to speak, which are easily learnt from diagrams, or, still more easily, from watching the dances or sequences, as it were, in which the words are displayed. In all handkerchief and corner dances, rhythmic movements of the hands are made invariably according to rule. They are such that they harmonize with the movements of the feet, all the limbs thus playing a definite part in the physical accompaniment to the music. Little batons are also used rhythmically, in a variety of ways, as in "Bean Setting," and hands are clapped together in others. There is really no limit to the combinations of these illustrative movements and devices; and the fact that the A. B. C. is simple and based on natural methods, the proper of an "natural" gestures enables it to be applied to the interpretation of almost any dance-music. And any able-bodied, able-minded person can learn this A. B. C. in a very short time, seeing that only the natural physique of a normally developed person, not the artificially strengthened muscles of the ball-dancer, is required of the expert.

If the traditional Morris-dance airs it is not necessary to say much. More than a hundred must now have been collected, and many of them are haunting melodies. Formerly they were played upon the pipe and tabor—the "whistle and duff" of rustic par excellence. In Oxfordshire and Gloucestershire it is only of recent years that the violin and concertina have taken the place of the ancient, essentially English, dual-instrument. The pipe is a wooden flute a foot or so in length, with a whistle attachment about two inches below the mouthpiece. The tabor is a small drum, pierced with three holes, two in front and one at the back, which are covered, respectively, by the first and second fingers and thumb of the left hand. From the other fingers of the same hand is suspended the tabor, a small shallow drum, which is struck with a stick held in the right hand. The form and character of traditional English dance tunes must have been affected by the use of such a primitive instrument as the "whistle," restricted both in compass and range of expression. The change to the violin gave a liberty of which, but for the devastating victory of ball-room tunes and dances in English villages, very good use might have been made.

Nevertheless, in the revivals of these living antiques, the Morris-dances, one would like to see the pipe and tabor used once more for making the music, so that the lively pictures they present of old-world merriment, without repining or wistfulness, may be complete in every detail. It is easy enough, as the writer has seen for himself, for an accomplished musician to become an adept with this quaint dual-instrument. In some cases the Morris airs are not traditional, but adapted from composed melodies. A case in point, "The Maid of the Mill," which was composed by Shield for an opera produced at Covent Garden in 1783, and promptly annexed and adapted by Oxfordshire and Gloucestershire Morris men, who transposed it to the mixolydian mode and gave it the distinctive Morris rhythm—a rhythm at once taught, as though it were somehow in the blood, by those who hear the alluring tunes of "Trunkies" or "Shepherd's Hey" for the first time, or a little later, the ennobled good-bye, lingering but not lingering, of "Morris off"—to name only these, of many curiously fascinating tunes.

No doubt the old-world environment in which these wild flowers of a world-wide art grew up has passed away for ever. Not but what they still survive naturally in certain localities—just as, in one corner of an upland meadow in Lancashire, a few white wind-flowers have appeared every May for thirty years to the writer's knowledge, though not to be found elsewhere in that neighbourhood, and have perhaps possessed that pleasant error since Domesday Book. But, because the social life that produced them has vanished, that is no reason at all why we should discountenance the revival of Morris dances. They are better worth preserving as forms of a people's self-expression than the peasant dances of any other European country, if only because, as their virility and vivacity prove, they were not the inventions of a down-trodden peasantry (such as some of the Polish rustic dances, which bear signs of originating in the "hell of peasants") but of free-born, freedom-loving Englishmen—men never reduced by the tyranny of an attorney selfish ruling class to the dreary delights of midnight Satan's Sabbath.

Moreover, even to-day the revival is very much of reality; Morris dances are unquestionably popular with the younger generation. One would like to see them danced in summer-time by the heroes of the football field. Perhaps the revival will not extend in this manner, but in a way to which those who have brought it about may not, possibly, have given sufficient attention. The A. B. C. of Morris dancing may be used—why not?—for making new poems of rhythmic sound and action which constitute a national school of dancing. These new Morris dances, would be to the old ones as Sir Walter Scott's poems are to the traditional ballads. As yet no English composer of light opera, so far as the writer knows, has thought of using the Morris dances at Sullivan used an old "chanty" in *The Yeomen of the Guard*, thus making a piece of haunting music which once heard cannot be forgotten.—*The Times*.

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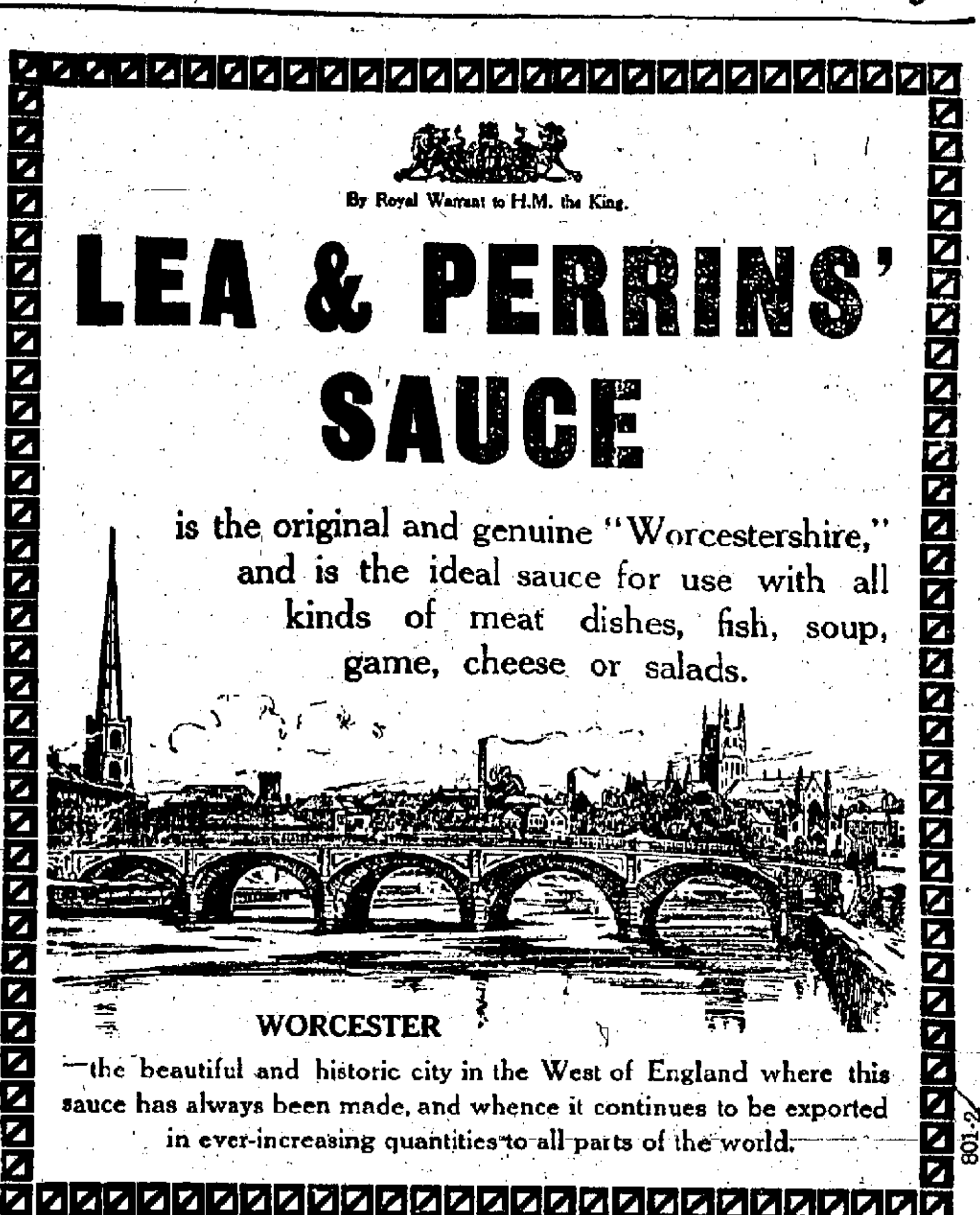
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